TOBER 1961

# Friends

**In the field** before sunrise, Mrs. Sears and son, Gerald, wait for Gunsmoke to sniff out scents. The Sears family has spent considerable time working with the poodle to perfect his hunting technique. The dog keeps in practice while on the hunt by flushing out field mice.

# The Pampered Terror of the Fields

**Smoky is poised** to go racing through a field to retrieve a quail that has been shot by Mrs. Sears, an excellent marksman who seldom misses.

Powenbroke Gunsmoke, a two-year-old, full-bred miniature French poodle, is a rare sort of dog. Others of his breed are sometimes referred to as pampered and delicate dandies, but not Powenbroke Gunsmoke. He's pampered, it's true (he has "house privileges," a plush doghouse, fancy topcoats, and a jeweled collar, for example), but he is also an outdoorsman-type dog. "Smoky" belongs to Mr. and Mrs. H. O. Sears of Houston, Texas, who enjoy hunting. They sent the dog to obedience school to learn the fundamentals of hunting, and now he's right at home in the field, enjoying the sport with his masters. He will plunge through fields and into icy streams without hesitation to retrieve small game, and he's calm and quiet and never barks when he is tracking. In fact, Smoky has many of the rugged characteristics of his European kinsman, the poodle, which has been used as a hunting dog for many centuries.

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**Plunging across an icy stream,** Smoky retrieves game bird. He isn't big enough to carry a duck or goose, but he handles doves and quail in good style.

**Carrying a quail,** Smoky returns to his mistress. If game is too big to carry, Smoky will stand guard until someone comes after it.

**Brisk rub-down** with large bath towel comes at close of hunt. Upon returning home, poodle is rewarded with a steak dinner, then is permitted to sleep in master's chair in front of the fire.

B-25 bomber drops "fireproofing" slurry in path of blaze. The solution slows advancing fire, enabling ground crews to control it.

Navy torpedo bomber unloads "peacetime bomb" and returns to its base to pick up another cargo of slurry. The solution has been in use since 1954.

# Old Warriors Find A Peacetime

**Removed from "mothball" air fleet, many veteran World War II bombers and patrol planes are used to fight fires in western forests**

Gallant old planes that played an important role in the World War II military effort of the U.S. and its allies are back in action again. The U.S. Forest Service is using the surplus bombers and patrol planes to fight forest fires in western states. Specially trained pilots (most of them World War II bomber pilots) fly the planes over a forest fire and drop slurry (composed of sodium calcium borate and water) just ahead of the fire from an altitude of 40 feet. The slurry serves as a fireproofing agent and retards the advance of the flames. Most of the nearly 200 bombers (there are 125 planes based in California) belong to private companies, which have outfitted them for the fire-fighting job. The Forest Service trains the pilots, who receive intensive briefings on dropping loads in treacherous cross-winds and smoke, for example. A pilot must make 25 drops, some during a fire, to qualify for a forest fire bombing license. When on duty, pilots are paid wages and flying costs. In 1960 these planes were used for 1,500 fires, the majority of which were small and were dealt with quickly. During a blaze, the pilots establish a base at a nearby airfield and fly repeated "bomb runs" over the fire zone. At times, a pilot will make as many as 50 trips from dawn to dusk. Loads vary from 7,200 pounds for a TBM (Navy torpedo bomber) to 24,000 pounds carried by B-17s and B-24s. The bombers supplement, but do not replace, ground crews. At a fire, "bird dog" planes keep in touch with other planes and with fire bosses on the ground, to insure coordination. Forestry officials have described the slurry bombers as "incredibly helpful" to the fire-fighting effort.

**PBY patrol plane** was not known for speed during the war years, but it was always dependable. The plane still meets the demands placed upon it.

**Modified B-24** dumps 2,000 gallons of slurry to build a fire wall. Pilot bucks severe up-drafts as he maneuvers at tree-top level.

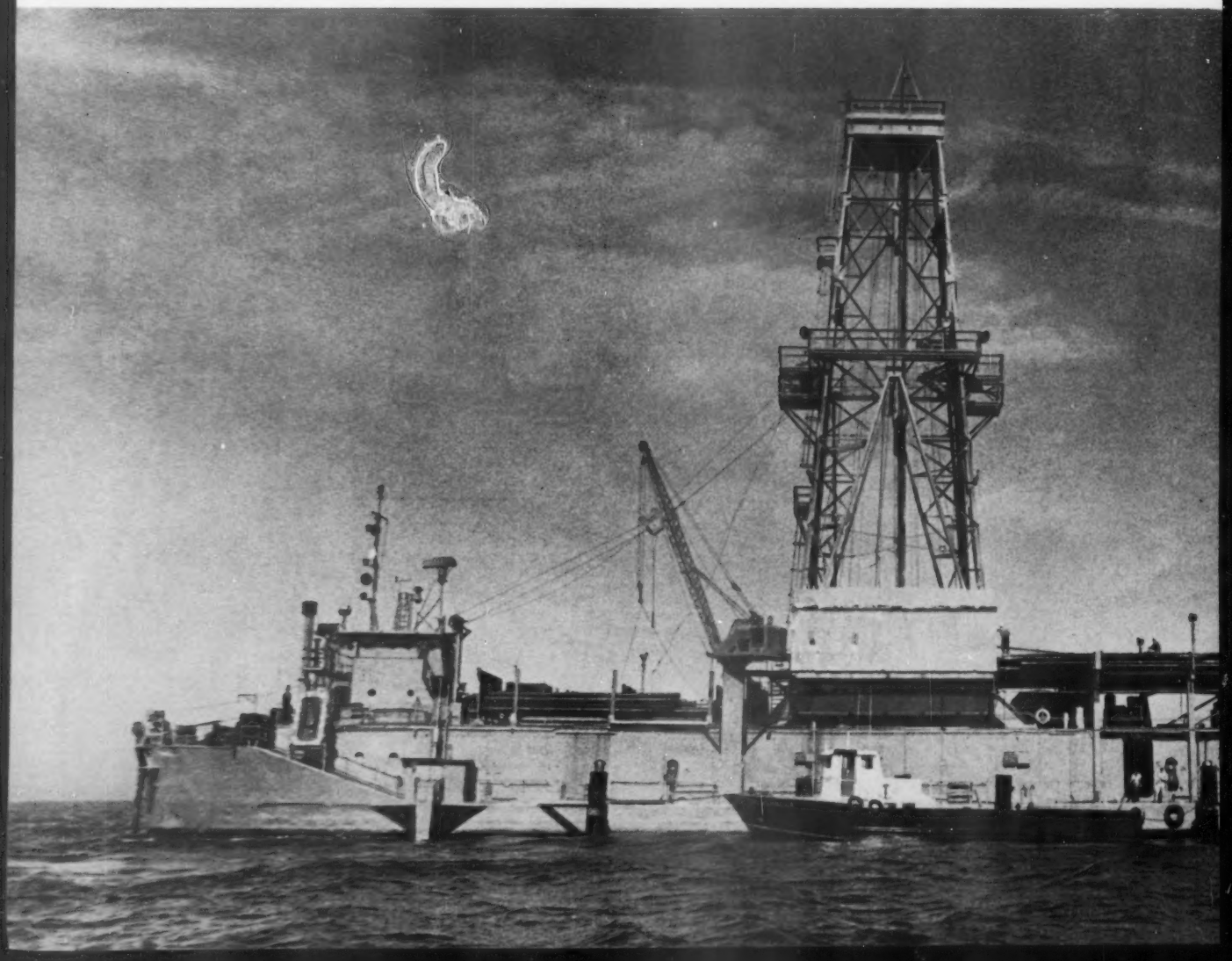
# Mission

**Finishing touches** on a three-dimensional drawing of the Pacific sea floor off the California coast are added by Dr. Henry W. Menard, Jr., acting chairman of department of earth sciences on expanded University of California campus at La Jolla. Drawing, made from thousands of soundings from Scripps research vessels, shows relationship of undersea land masses, and is used during planning of expeditions.

**A piece of manganese** which has grown around a shark's tooth is examined by William R. Riedel (from Australia), an assistant research geologist. There are several metals associated with manganese in the oceans, such as cobalt and nickel, which have commercial possibilities when an inexpensive way is found to bring them to surface. In background are core samples from ocean bottoms all over the world.

SCIENTISTS OF SCRIPPS INSTITUTION OF OCEANOGRAPHY ARE

# Exploring the Secrets of "Inner Space"



"Oceanography," says Dr. Roger Revelle (photo at right), director of Scripps Institution of Oceanography, "is the meeting place of all the sciences—biology, geology, chemistry, physics, mathematics, and engineering. Most of the records of the origin of man and the earth itself are locked in the sediments and rocks beneath the sea. We must turn to the oceans—largest and least-known feature of the earth's surface—for many of our answers." Oceanography, referred to by President Kennedy as the study of "inner space," took on renewed importance when the President asked Congress to double the expenditures for surveys and research of the oceans. At the same time, the activities of Scripps Institution of Oceanography came into sharp public focus. Scripps, which is part of the University of California, is located at La Jolla. The best-known oceanographic center in the world, it is the oldest of five schools of oceanography in the U.S.; it was founded in 1892. The Scripps campus is really the seven seas, for the institution has a sizable fleet of research vessels. To learn more about the scope and importance of oceanography, a FRIENDS representative interviewed Dr. Revelle, a scientist of the sea. His answers to some of the questions follow.

*Dr. Revelle, since oceanography is a continuing study of "inner space," what are some of the projects under development to which you hope to have answers in five or 10 years?*

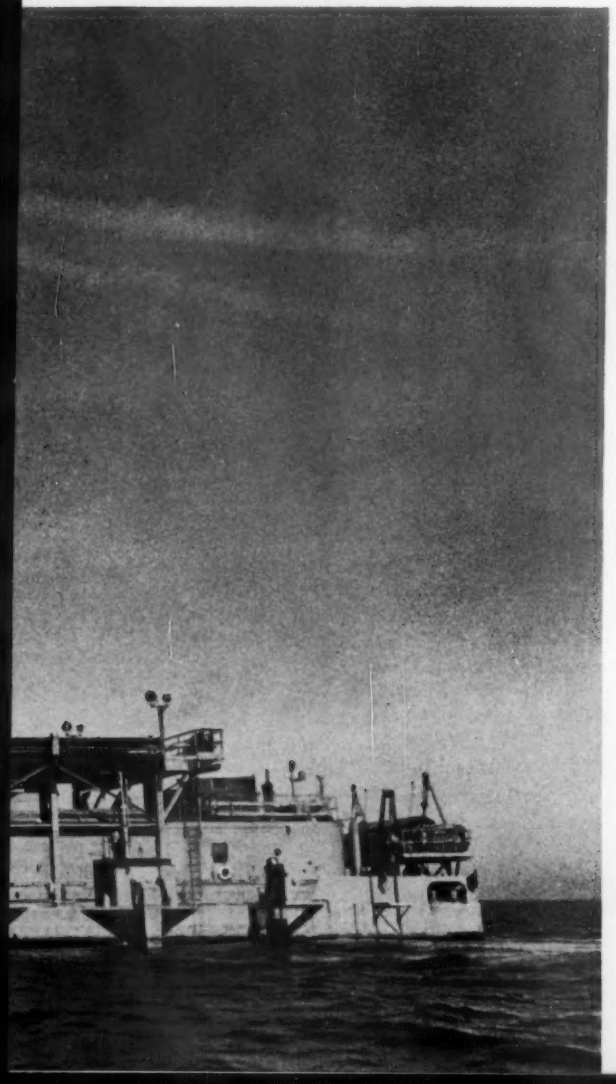
There are a number of such projects, and I'll discuss three of outstanding importance. First, we are interested in the circulation and movement of ocean waters. We know quite a bit about surface currents, but we are just beginning to find out about subsurface currents. A second, and quite different, problem we are attacking is to find out what lies beneath the bottom of the sea. From core samples, we know there is sediment about the texture of modeling clay immediately below the ocean floor. We know that this sediment is quite thin, usually not more than 100 feet in depth. Below the sediment is something else. From the Mohole drilling, we have discovered that the material below the sediment is lava or basalt, and we suspect that the ocean is a great volcanic field. Beneath the lava flows, we presume, are sediments more than 100,000,000 years old. By drilling and sampling these older sediments, we will try to reconstruct the history of the part of the earth covered by water. Third, we are interested, in a broad way, in the ways of life in the sea—why, for example, are there so many, or so few, kinds of marine creatures; how do they live, and what are their nutritional requirements? The most important thing we wish to learn is how much the sea can produce in terms of food, for fish and for people.

*Are things discovered or researched at Scripps related to military, commercial, and purely scientific applications?*

Our principal goal is knowledge and understanding, but there are applications which mean short-term results, and these apply to the resources of the sea, to the defense of the U.S., and to better understanding of weather and climate. Concerning defense, we must keep in mind that the country is an island surrounded by world-girdling oceans. In order to defend ourselves against possible attack by submarines, and to operate our own submarines, we must know what the ocean is like beneath the surface.

*There seems to be no public clamor for a man to go into "inner space," as there is for having a man in outer space. Is it as important to send a man to the depths of the sea as it is to send a man into outer space?*

There is one fundamental reason why dropping a man into the depths of the ocean is not as important as sending him into space. The reason is that man can't see very well in the ocean—at most, a hundred feet or so—since light is transmitted very poorly in water. And he would have to use instruments for hearing. Although there are interesting discoveries to be made at great depths, the need for having a man rather than an instrument there is not as great as the need for having a man land on the moon or Mars to explore.



**In Project Mohole** at sea off Guadalupe (Mexico) Island, scientists recently completed drilling a hole at unprecedented ocean depths. This picture was taken from a Scripps floating laboratory, on which oceanographers analyzed core samples from a hole drilled hundreds of feet beneath the ocean floor. (The ocean is 11,701 feet deep at the drilling site.) The project's ultimate aim is to bore through the earth's crust and into the mantle below; the drilling should greatly increase our knowledge of the formation and history of the earth.

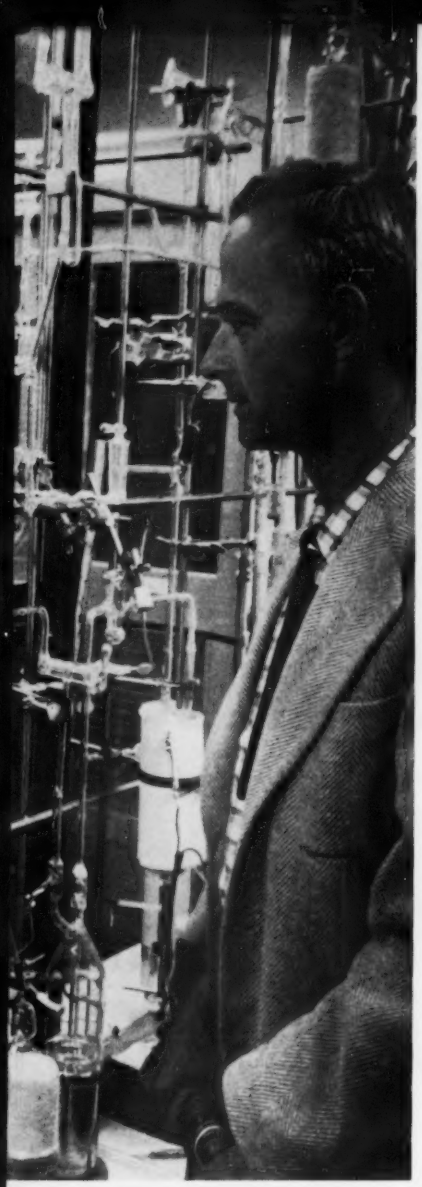
*(Continued)*

**Nobel Prize winner** in chemistry, Dr. Harold C. Urey spends considerable time at Scripps as professor-at-large of chemistry. Dr. Urey heads a team of scientists and technicians whose work is related to research at Scripps and to the study of meteorites, the origin of the solar system, and the application of chemistry to astronomical problems. Dr. Urey says: "Science is fascinating. We never get things done, because there are always great changes taking place, and one discovery leads to another. As we study, we find that nature is always more wonderful than our preconceived ideas about it."

**In an isotope laboratory,** Dr. George S. Bien (in sport shirt), assistant research chemist, discusses the progress of a project with Dr. Jeffery D. Frautschy, assistant director of Scripps. Dr. Bien is preparing a sample of gas from sea water which will be measured for its age by the carbon 14 method (by which a specimen of unknown age is compared with comparable samples of known age, thus dating the specimen) in a steel-topped chamber in the laboratory. More than 150 scientists, engineers, and technicians comprise the Scripps teaching and research staff.

# *Scientists seek knowledge under the seven seas*

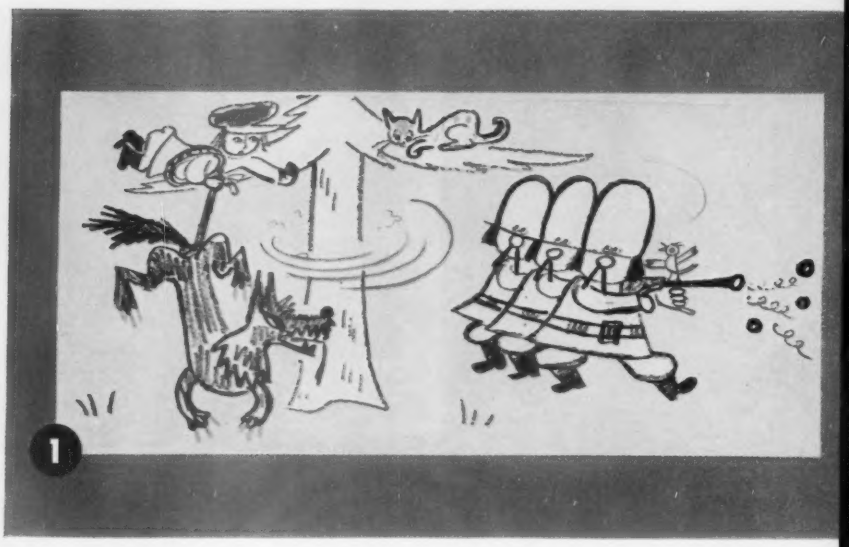
Scripps scientists spend several months each year aboard one or more of their floating research laboratories—they are more likely to be found at the limits of the Antarctic ice fields, in the Bering Sea or Indian Ocean than on the La Jolla campus. They have expanded their research deep down into the ocean, and into new discoveries of fish, plant life, the earth's surface, and the ocean's depths. They have explored the shape and structure of the Pacific floor, and they've reported and studied subsurface currents, such as the Cromwell, which flows eastward below the sea along the equator, carrying 1,000 times as much water as the Mississippi. Oceanographic surveys made by Scripps scientists have discovered the major undersea ranges and deep ocean trenches, and much knowledge about tidal waves and the effects of the ocean on climates has been gained. Oceanographers hope to discover methods of utilizing further the self-renewing food supply that exists in the seas, and they may learn ways to predict where commercial quantities of fish can be found. They may also become involved in the project of changing sea water into fresh water. Dr. Revelle maintains that since nature makes more fresh water out of sea water than man could possibly make, we should let nature continue to do the job, but that man should devise a distribution system for the water by learning to control climate. The advantages of additional ocean study are limitless. As President Kennedy recently said: "Knowledge and understanding of the oceans promise to assume greater importance in the future. This is not a one-year program, or even a 10-year program. It is the first step in a continuing effort to acquire and apply the information about a part of our world that will ultimately determine conditions of life in the rest of the world."



**Studying basic life habits** of the red crab is Scripps Institution project of Carl Boyd (left), a marine biology student from Indianapolis. Red crabs have invaded southern California waters by hundreds of thousands during the last two years, carried there from their normal home in more southern waters by warmer ocean currents. Since these crabs are a prime source of food supply for other fish, including tuna, they have helped to increase the number of commercially useful fish in California waters. Boyd's project is to chart the longevity and rate of growth of the red crab. In this picture he is checking water temperature in an incubator he built for their larvae. Since simple facts about many marine animals are not known, oceanographers face a great task as they invade "inner space."

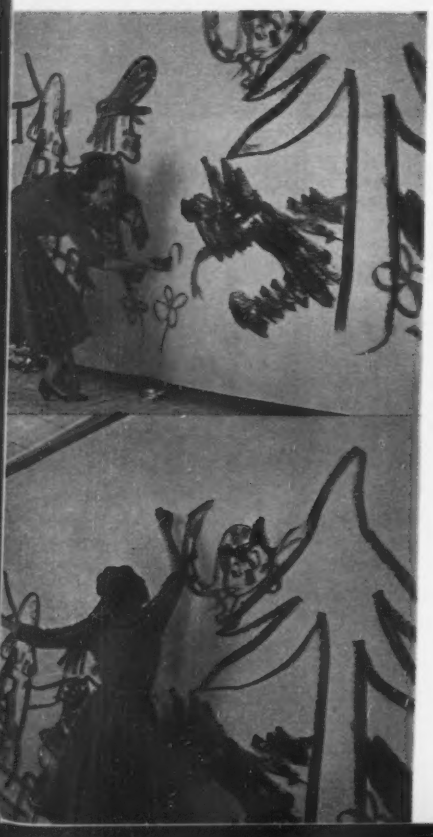
**Steady as she goes!** Scripps scientists lower heavily weighted Isaacs-Kidd deep-diving dredge over the side of a research ship in the Gulf of California. Named after its inventors (John D. Isaacs, professor of oceanography, and Lewis W. Kidd, senior engineer of Scripps Institution), the dredge was designed to skid along the ocean floor on metal skis while a ship is underway. Such dredges can be worked at great depths, and are used to collect samples of minerals and specimens of little-known fish and plant life.

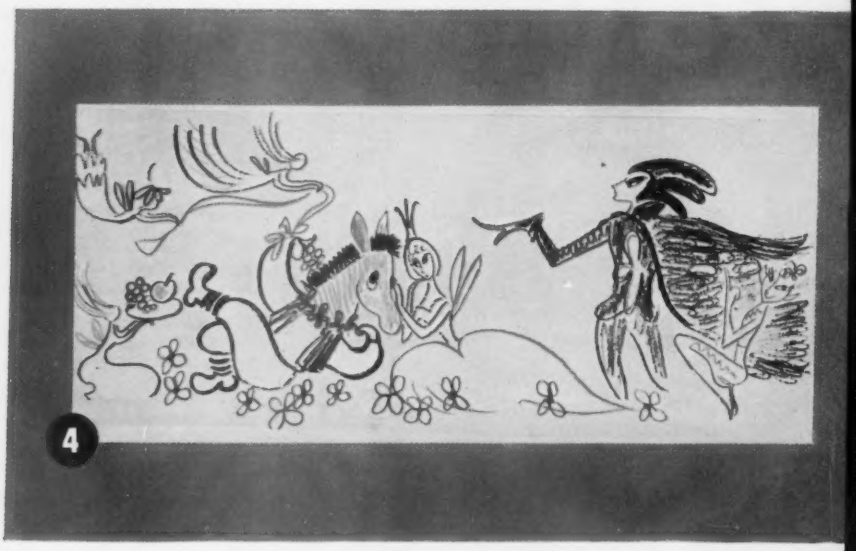
**Underwater juggernaut** developed for the Office of Naval Research is guided by remote control and is used in undersea exploration. Known as RUM, it explores the ocean bottom with two television cameras attached to an arm (not shown) that extends in front of the machine as it crawls along the ocean floor. RUM will withstand pressure of 20,000 feet of water, and it carries five miles of cable on its drum. Command signals are given from a trailer on the beach, where video pictures are monitored. RUM must rumble down the beach into the water now, but it will be more effective when a method is perfected to launch it from a vessel.




**Musical artist** Lisl Weil choreographs her illustration to follow the musical score, so that she will draw each character, animal, or tree, for example, at the exact moment its theme appears in the music. Scenes at left are from the same story as No. 1 (above).

# Her Drawings Appeal to the Ear





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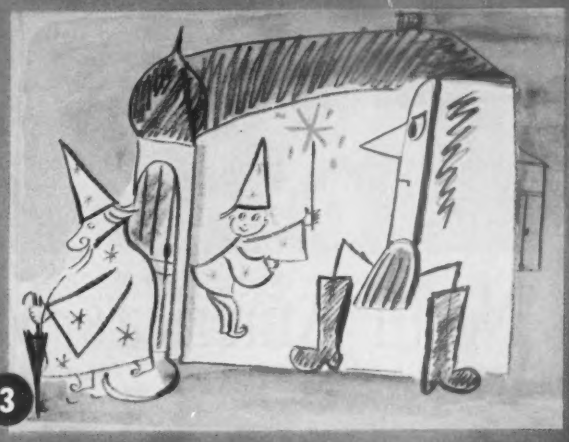

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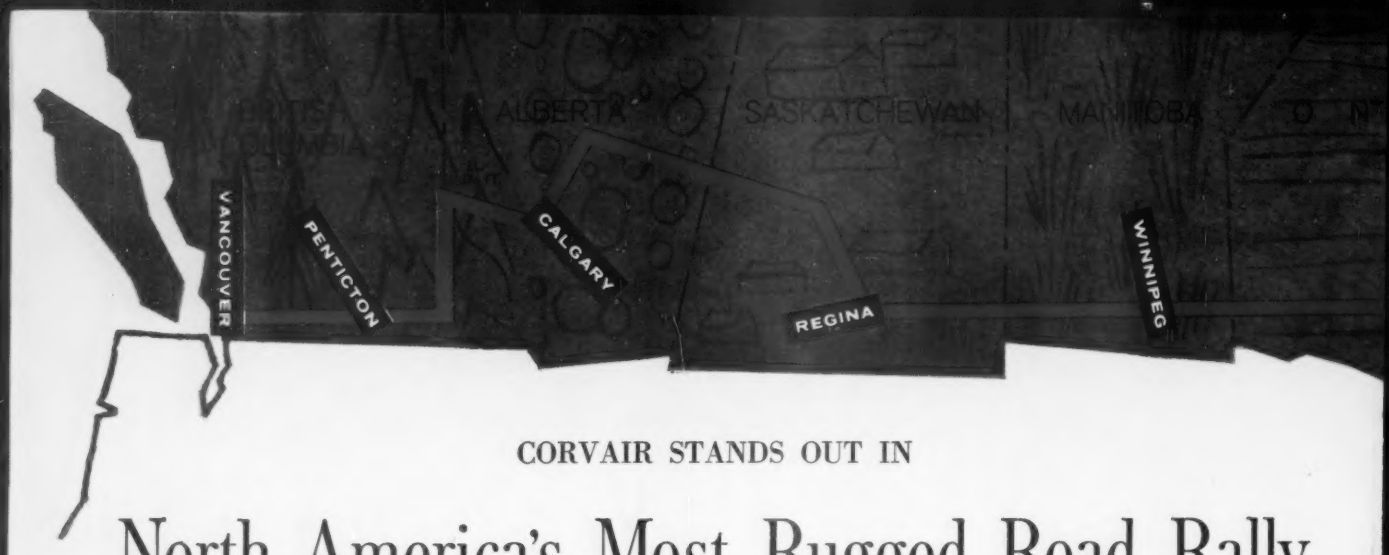
To help youngsters enjoy music, Lisl Weil of New York City, an artist and author of children's books, uses an unusual technique that also provides vivid proof that music and drawing can go well together. For the last 14 years, Miss Weil has been illustrating music played in children's concerts by the little Orchestra Society at New York's Hunter College. Her illustrations are cartoon-like sketches which she draws on a 30-foot-wide, eight-foot-high "canvas" on the stage while the orchestra is playing. Miss Weil begins rehearsing weeks in advance to prepare for a performance. First, she carefully studies the music—always a piece that depicts a scene or tells a story, and preferably one not more than 16 minutes long. Then she plans the pictures she will create to illustrate the composition, working out suitable lines and figures to draw with each phrase of the music. The resulting performance is almost a dance, as she whirls from one end of her canvas to the other, sketching figures and objects in perfect time with the music. The drawings shown here are Miss Weil's illustrations for six well-known compositions popular with her young audiences. See if you can identify the composition each picture refers to, then check the answers below.

5

6

Musical works illustrated in these drawings by Lisl Weil are: 1, "Peter and the Wolf" by Prokofiev; 2, "Fire Bird" by Stravinsky; 3, "The Sorcerer's Apprentice" by Dukas; 4, "Midsummer Night's Dream" by Mendelssohn; 5, "Till Eulenspiegel's Merry Pranks" by Strauss; 6, "Petrouchka" by Stravinsky.




CORVAIR STANDS OUT IN

# North America's Most Rugged Road Rally

The 4,200-mile drive between Montreal and Vancouver over the nearly completed Trans-Canada Highway (above) is a challenging trip under any circumstances. It became a rigorous test of skill and endurance, however, for internationally famous sports car driver Denise McCluggage and housewife Starr Hammen of Grosse Pointe, Michigan, and the Corvair Monza they drove. Denise and Starr (inset) made the trip in seven days, along with 104 other teams of men and women, in Canada's first cross-country automobile rally last spring. The two women and their Corvair came through in championship form, too, winning top honors—the Coupe des Dames—in their class. Like all rallies sponsored by groups of motor-sport enthusiasts in the U.S. and Canada, this competition was basically a test of each team's ability to reach check points along an assigned route exactly on a pre-set schedule. The contestants did not know the exact distance they were to travel or time of arrival. They were given only route instructions and the average speeds they should maintain to reach each check point on time. It was the job of the navigator to watch time and mileage, make corrections for odometer error, and keep a running calculation of the car's average speed, so that he could tell his driver when to speed up or slow down. A team was charged a point on its score for every minute that it was early or late at each check point. In American rallies, which are almost always held over good roads, the calculations and the speed control are the main problems. The Canadian rally had an additional element of challenge, however. In the style of European rallies, it was run over every type of terrain, to test the stamina and endurance of the cars as well as the drivers. It also imposed unusual conditions to make the schedules more difficult to follow. The second day's route, for example, was a trip of almost 1,000 miles from Toronto to Port Arthur. Nature added sleet, ice, and snow flurries to the difficulties. Many cars lost points, and five dropped out of the race that day. During the next three days, easy runs across the prairie were made more difficult because of varied average speeds, highway detours—one was across a pasture—and a long, steep hill-climb on gravel. These hazards, the mountain driving on the last two days, and tie-breakers brought about sufficient differences in scores to single out winners among the 93 cars that finally reached Vancouver. As an indication of the rally's success, all drivers agreed that next year's course should be made even tougher, since it would then be even more fun.

**Concrete bridge** provides one of the few variations in scenery on the Saskatchewan prairie, where gently curved roads with long, easy grades made it an effort for drivers to hold their cars at moderate average speeds set by rally officials.

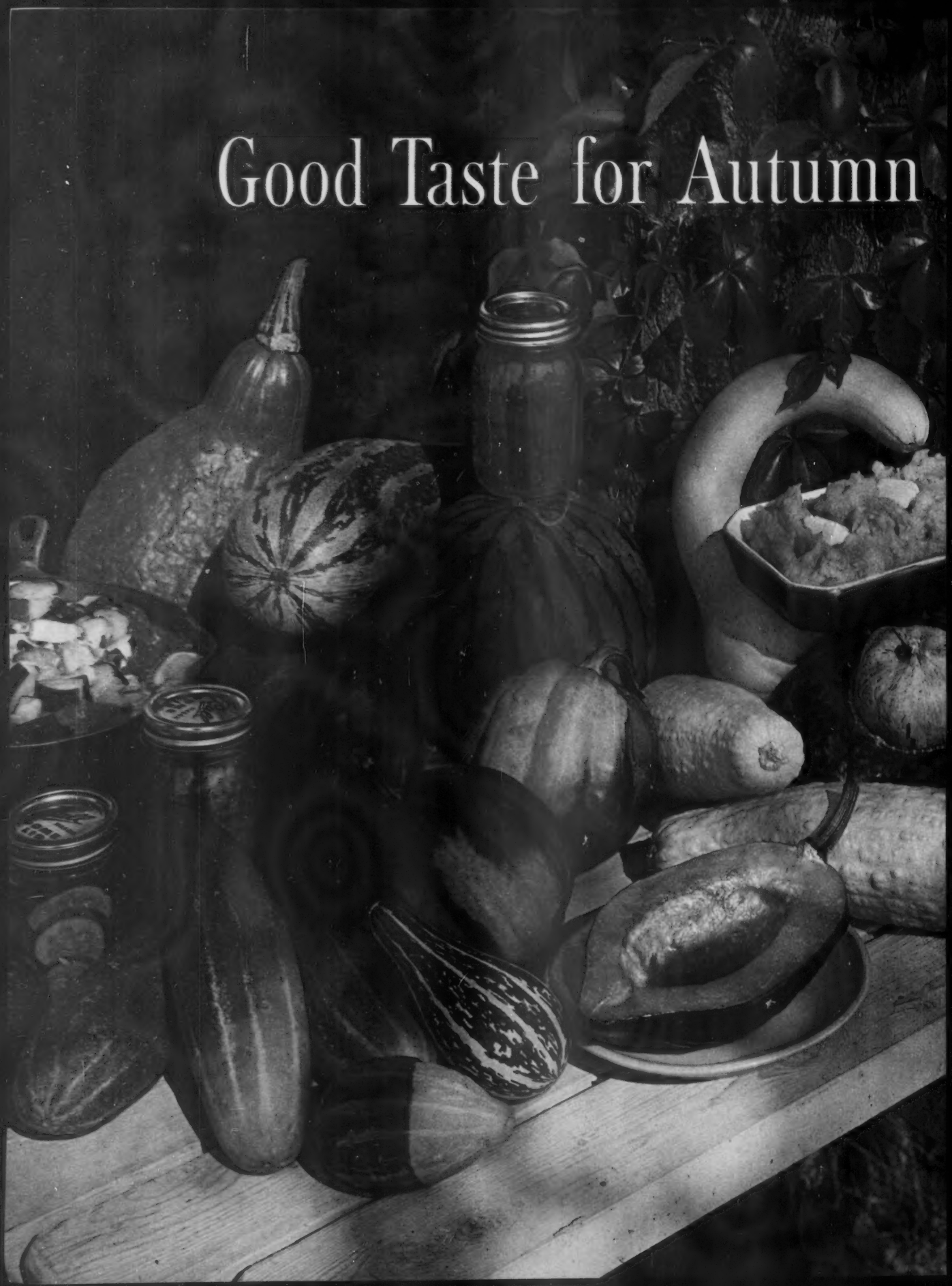
**Detour** around an incomplete section of the Trans-Canada Highway in a forested area between Port Arthur and Winnipeg provided a built-in obstacle course for rally competitors. Cars like the Corvair, which were sure-footed enough to forge ahead at regulation speed on rough sections like this, gained an important advantage.

**Kootenay Bay ferry ride** was a break in routine. Because of delays in crossing, it was not timed, but last arrivals, who did not reach Penticton, British Columbia, until early morning, suffered some loss of sleep.

**Rocky and Cascade Mountains** on west coast provided refreshing change of scenery. The Cascades also held the most rugged section of rally—a gravel road that was partly blocked by slides and washed out by heavy rain.

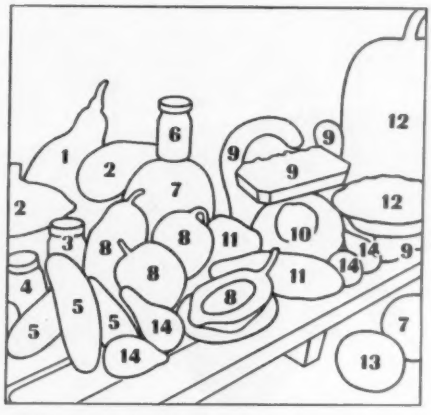
**Check point** in Manitoba draws crowd to watch rally drivers record time. Most of the check points were operated by local sports car clubs.

# Good Taste for Autumn

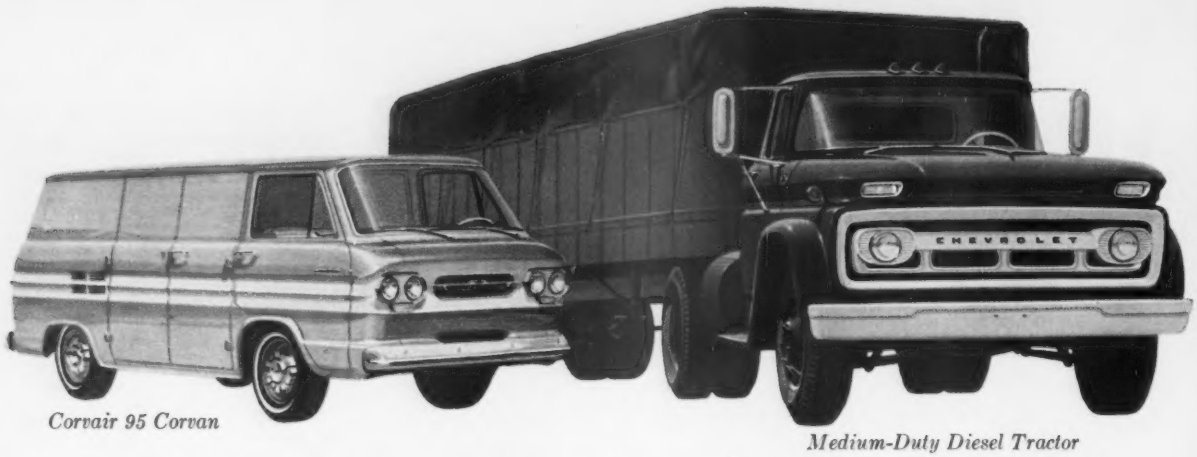


# Menus

The fall months bring a bountiful harvest of the cucurbit—or gourd—family of vegetables, which includes pumpkins, squash, cucumbers, and melons. Here are a few suggestions for enjoying them. First, try an old favorite—pumpkin pie. The pumpkin must be cooked before it goes into the pie shell. To prepare it, peel the shell from the solid pulp, cut pulp in cubes, boil in a little water until tender (45 to 55 minutes), then strain through a sieve or ricer. Line a nine-inch pie pan with your favorite crust recipe. Sift together one cup sugar, ½ teaspoon each of salt, ginger, cinnamon, and nutmeg, and stir well into 1¾ cups of the cooked, strained pumpkin. Stir in three beaten eggs and 1¾ cups milk. Pour into pie shell and bake 15 minutes at 425 degrees, then reduce heat to 350 degrees for 50 minutes. • Two kinds of summer squash are pictured—green-striped zucchini and yellow summer squash. Try zucchini Italian style: Heat ¼ cup olive oil in an iron skillet and add one medium-size zucchini squash, cut into small pieces. Saute until tender. Add a small can of tomatoes (drained), dot generously with butter, sprinkle with ¼ cup Parmesan cheese, and heat until the cheese melts. Among the types of hard-rind winter squash are the Hubbard, the big, bumpy, orange squash pictured (it also comes in a blue-gray variety), and the deeply ridged, dark green acorn squash, which is delicious when split in half and baked for 1¼ hours, with butter and brown sugar added for the last 45 minutes. Other types of squash are the buttercup and the butternut, which taste good just boiled until tender, then mashed and served with butter, salt, and pepper. • Cucumbers make flavorful relishes, such as dill pickles. To make 12 to 16 pints of dill pickles, buy about 50 slim, four-inch cucumbers. Cover them with cold water overnight, drain, and pack in jars. Mix one quart of vinegar with two quarts of water and ¾ cup of "pure" salt (made for canning). Boil this mixture and pour over cucumbers. To each jar add a sprig of dill, a small piece of hot red pepper, a clove of garlic, and a pinch of alum. Seal jars and age pickles for at least three weeks—the longer the better. Another popular use for cucumbers is in bread-and-butter pickles. For four pints, use enough six-inch cucumbers to make six cups when sliced. Wash them thoroughly, but do not peel, and slice very thin. Peel and slice one pound of small, white onions. Also, thinly slice one green pepper. Mix cucumbers, onions, and pepper, add ¼ cup salt, cover with water, and let stand three hours. Meanwhile, mix together two cups brown sugar, two cups mild vinegar, one tablespoon mustard seed, ½ teaspoon celery seed, ½ teaspoon turmeric, and ¼ teaspoon ground cloves. Bring this mixture to a boil, then boil five minutes. Drain vegetables and add to the hot syrup, then heat again to just below boiling. Fill jars to the very top and seal. • Fall also brings flavorful melons, such as the small, round, late-season watermelon and the cantaloupe-like muskmelon pictured. Why not try some watermelon rind pickles? To make them, remove green skin and pink pulp from watermelon rind and cut rind into small squares, enough to make 2½ quarts (or three pounds). Cover with heavily salted water (¼ cup salt per quart), simmer for 30 minutes, and drain. Then cover with fresh water, cook 10 minutes, and let stand overnight. Simmer together 1½ cups water, six cups vinegar, three pounds sugar, two tablespoons whole cloves, and one ounce stick cinnamon. Cook until sugar dissolves. Add prepared watermelon rind and cook slowly until rind is translucent and syrup is thick. Pack in jars. • The ornamental gourds pictured are not for eating, but they do add a decorative touch to autumn table centerpieces.




**Pictured are:** 1, Hubbard squash; 2, zucchini; 3, dill pickles; 4, bread-and-butter pickles; 5, cucumbers; 6, watermelon rind pickles; 7, watermelon; 8, acorn squash; 9, butternut squash; 10, buttercup squash; 11, summer squash; 12, pumpkin and pumpkin pie; 13, muskmelon; 14, gourds.

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# Mysteries of the Great

**How did Columbus obtain a fleet of ships?** It took him about eight years of persistence before he persuaded an European monarch to sponsor him and his theory that the East Indies could be reached by sailing westward across the Atlantic; many experts were skeptical and said it was impractical. Finally, Queen Isabella (shown at right in her palace) and King Ferdinand of Spain agreed to furnish Columbus ships, men, and money (total cost of his expedition was $7,000). The rulers had good reason for giving him the chance to find a direct route to the East and its riches—gold, gems, spices. At that time, the only way to the Orient was by a long voyage around Africa or by a hazardous caravan journey overland.

**When he sailed,** did Columbus really know what he was doing? It seems to modern mariners that he knew much more about the Atlantic than he admitted—that he must have had some foreknowledge of the ocean's wind patterns. From Spain, Columbus first took his three ships (the *Santa Maria*, his flagship, is pictured at left) to the Canary Islands, a maneuver that put him in the zone of the northeast trade winds. (His fleet had good weather most of the way.) Sailing due west from Spain, he would have headed straight into the teeth of the prevailing westerlies—and trouble. (Contrary to legend, most educated people in Columbus' time did not believe that the world was flat, and that on a voyage such as his, the ships would eventually reach the end of the earth and fall into space.)

**Did Columbus face a serious mutiny?** The picture at the right suggests trouble, but not the violence of an armed uprising. It was natural that sailors who had never made more than a week's sail from a shore should become restless and fearful after three weeks out of sight of land. The crew of the *Santa Maria* grumbled, but, as an early Columbus biographer reports, "The admiral cheered them as best he could, holding out good hope of the profit they might gain; it was useless to complain, since he had come to sea to go to the Indies and so would continue until he found them." The men agreed to go on; within two days land was sighted.

# Mariner's Life

Almost everyone knows that "in 1492, Columbus sailed the ocean blue" on the most momentous sea voyage in history. But there are a good many things about the great mariner that we don't know. We aren't sure where or when Christopher Columbus was born—probably in Genoa, Italy, probably in 1451, sometime between August and October; the exact date is unknown. (Most heroes are honored on their birthday, but we celebrate Columbus Day on October 12, the day in 1492 when he first landed in the New World.) Even Columbus' likeness is a mystery; about 80 portraits have been painted, but none in his lifetime (one of them appears at the right). We honor Columbus as the discoverer of America, yet it is known that Norsemen landed in America centuries before he did—actually, he never set foot on the North American continent (the closest he came was Cuba, which he thought was Japan). While Columbus never did accomplish what he was trying to do—to find a new sea-route to eastern Asia—he well deserves all the tribute the world pays him. His achievements changed the course of history. They opened a highway across the ocean to a vast new land. Soon after his voyages, the Mediterranean Sea lost its important place in the world, and great political upheavals followed, as power shifted to the countries bordering the Atlantic Ocean.

**Where did Columbus land?** It is generally believed that he first stepped ashore in the New World on an island in the Bahamas which Columbus called San Salvador; the exact spot on the island is disputed. (A romanticized picture of the landing party appears at left.) Columbus had not the slightest doubt that it was an outlying island of Japan or China, and since he believed he was in the Indies, he called the people he found there Indians. The admiral at once claimed the island for the rulers of Spain (he carried a letter of introduction from them to the emperor of China).

**Where is Columbus buried?** This too is a mystery. His remains have traveled almost as much as the living man did. Columbus died in 1506 in Valladolid, Spain, and was buried there. Later, his bones were shipped to the Dominican Republic, then to Cuba, then to Seville, Spain (picture below shows his elaborate tomb there). Genoa, Italy, also claims to have his remains. It is said that over the years there have been mix-ups, and at various times the wrong bones (or only part of them) were moved.

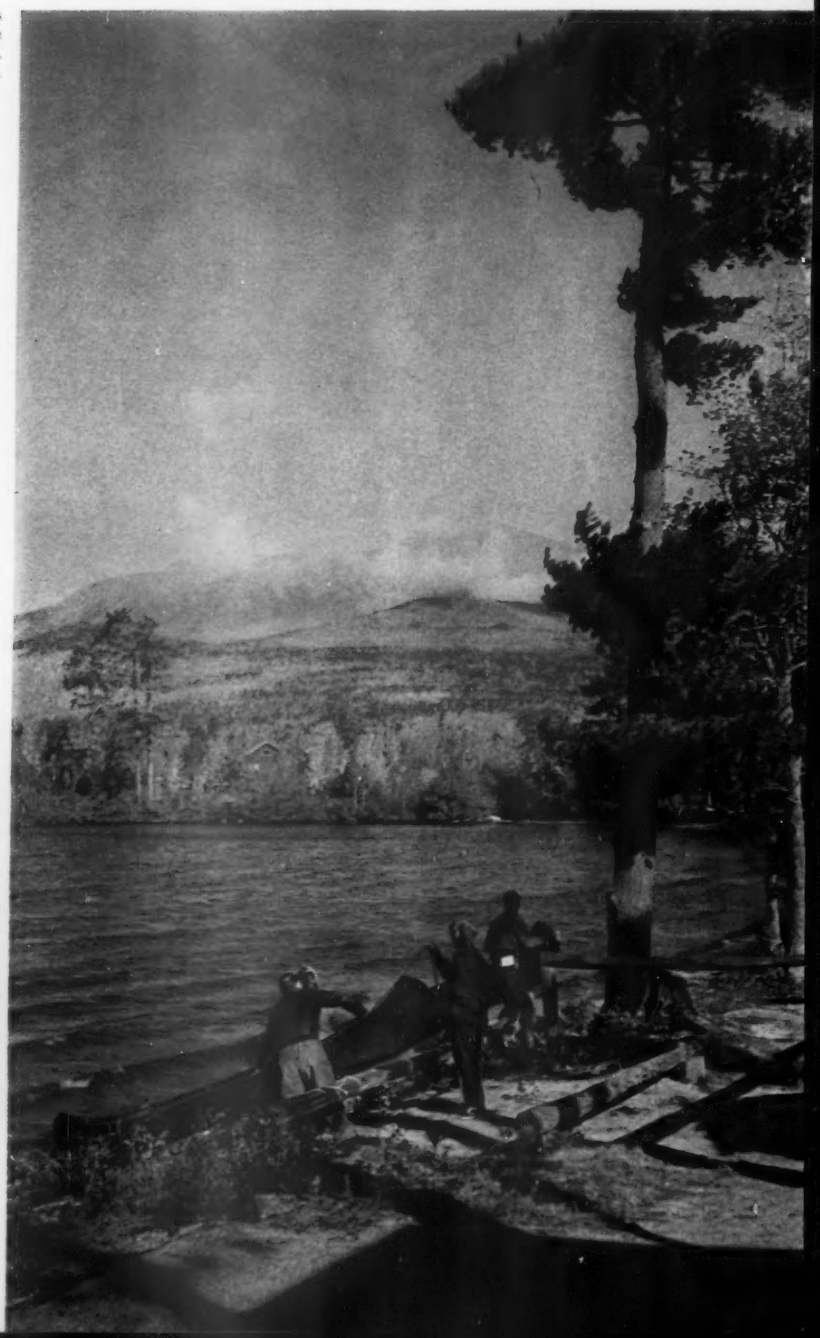
IN THE FALL, MAINE'S MOUNT KATAHDIN IS

# A Great Mountain for Campers and

**Canoeing** on lakes bordered by autumn colors is one of the pleasures of a fall outing in Maine (canoes can be rented at most sporting camps). Here, Mount Katahdin rises in the distance.

**Beach hike** along a wooded lake shore, or a walk along the bank of a fast-flowing wilderness stream, is enjoyable on a crisp autumn day.

**Party of climbers** approaches massive Mount Katahdin through waist-high shrub growth. Mountain is surrounded by extensive areas of spruce, pine, and hardwood forests.



# Climbers

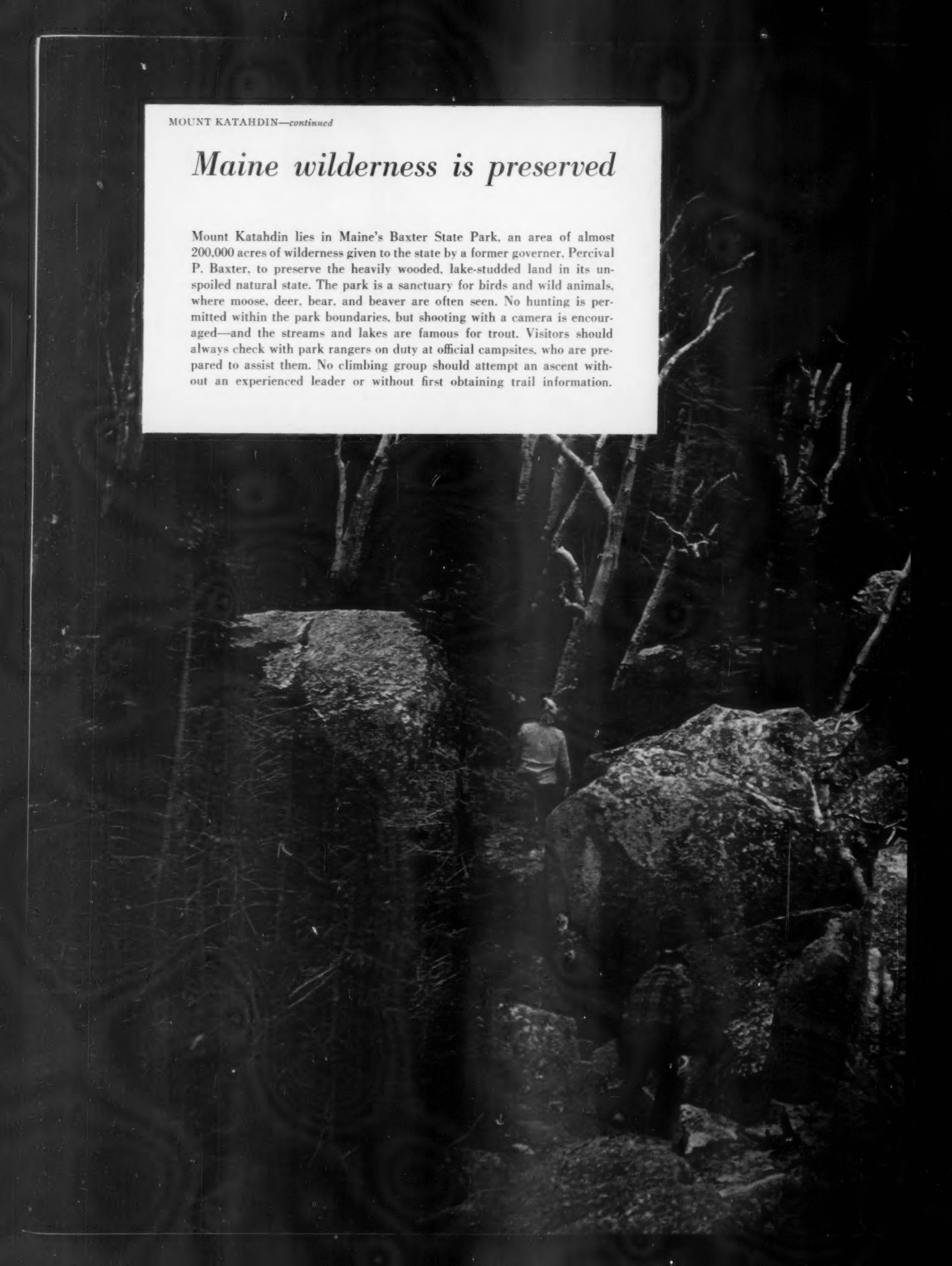
For outdoors lovers who enjoy wilderness country, the ruggedly beautiful Mount Katahdin region in northern Maine is at its colorful best in autumn, when early frosts enhance the forested lake and mountain scenery with brilliant fall foliage. Mount Katahdin—its name comes from an Indian word, "Kette-Adene," meaning "greatest mountain"—rises 5,268 feet (almost a mile high) to dominate an extensive wooded area that is ideal for camping and climbing. There's a network of many miles of foot trails (marked by paint blazes), including several well-defined routes to the mountain's summit. The climbs can be enjoyed by almost anyone—they are not difficult, neither are they too easy. (Most climbing parties figure on two days for the trip to the summit and return.) A road reaching the Mount Katahdin area from the south leads from the town of Millinocket; it's a 26-mile drive to the campgrounds at the base of the mountain. Climbers may make the ascent from either the east or west, since branches of the approach road lead to both slopes. Along the way are a number of privately operated sporting camps and lodges, usually attractively located on an isolated lake or pond, that offer comfortable accommodations and good meals. In the immediate area of the mountain (it lies in a state park) only rough shelters and tent sites are available, and campers must provide their food, cooking utensils, and sleeping bags or bedding. For more about the Mount Katahdin region, turn the page.

*(Continued)*

**Campsites** on trails have fireplaces and sheltered tables (firewood is available). Here, fragrant wood smoke rises as hikers prepare a meal.

# *Maine wilderness is preserved*

Mount Katahdin lies in Maine's Baxter State Park, an area of almost 200,000 acres of wilderness given to the state by a former governer, Percival P. Baxter, to preserve the heavily wooded, lake-studded land in its unspoiled natural state. The park is a sanctuary for birds and wild animals, where moose, deer, bear, and beaver are often seen. No hunting is permitted within the park boundaries, but shooting with a camera is encouraged—and the streams and lakes are famous for trout. Visitors should always check with park rangers on duty at official campsites, who are prepared to assist them. No climbing group should attempt an ascent without an experienced leader or without first obtaining trail information.



**Rough foot-bridge** of old logs takes climbers across a rock-strewn, clear-water stream. Hikers find numerous reminders of Maine's lumbering history deep in the wilderness.

**Magnificent panoramas** of land and water reward climbers when they attain the rocky summit of the mountain. There are no other ranges around it to obstruct the view.

**Huge granite boulders** line trail as it leads through a ghost forest of dead trees (left by a fire) near timberline. Naturalist Henry Thoreau said of the area years ago, "It looked as if sometime it had rained rocks."

**Well-built lean-to shelters**—enclosed on three sides, and usually offering a fine view from the open front—are provided for mountain climbers at campsites in Baxter State Park.

In autumn, trees have leaf fall-out that makes work for householders.

# Fall-Out—

## It's really an old, old problem

Fall-out has been much in the news lately—defined, discussed, and deplored by the world's pundits. Actually, fall-out in various forms has long meant trouble. Ever since there've been pockets, small change has disappeared through holes in them. As long as there've been beds, dream-disturbed sleepers have fallen out of them. Other types of fall-out are illustrated here (the three scenes at the bottom of the page are from old movies—perhaps you'll recognize the actors).

It's a sad fact that fall-out frequently comes to a head, as shown by this row of bald pates.

Vanished choppers—another fall-out.

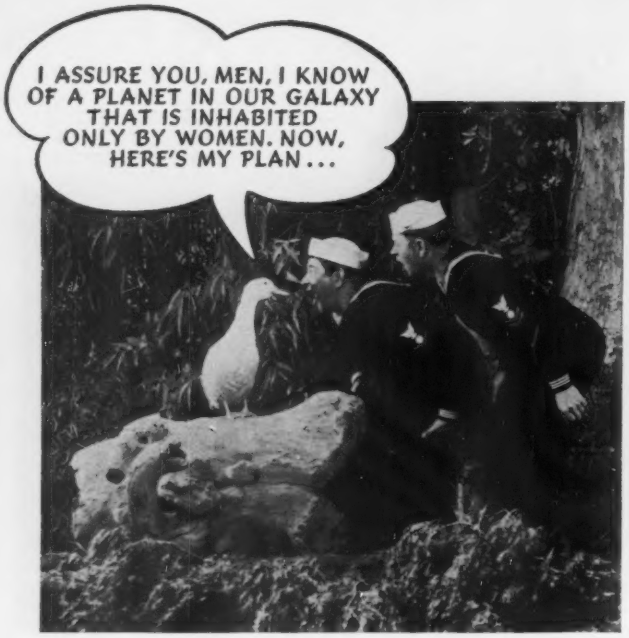
Fall-out can be sole-shattering.

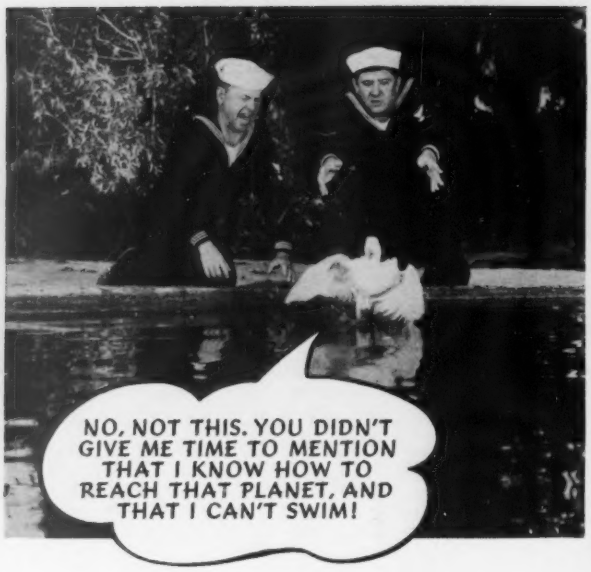
And here's a falling-out of friends.

*When Chevy owners speak their minds...*

## Chevrolet dealers are the best listeners in the business!

Chevrolet dealers know that the best way to keep their owners happy and coming back is to find out what they want and give it to them. With this purpose in mind, many dealers across the country are holding informal get-togethers with their owners. From the scores of highly successful meetings held thus far, one fact stands out: The folks who own and drive Chevrolets have very definite opinions about their Chevies and the dealers who sell them, and they welcome the opportunity to make constructive criticisms and recommendations. Many practical, worthwhile comments which have come out of these Owner Meetings have already become a part of Chevrolet and Chevrolet Dealer operations. This is only one phase of Chevrolet's broad Owner Relations Program (the first and only program of its kind in the industry). But far reaching as the Program is, it is dedicated to just one purpose: to keep *you*, as a Chevrolet owner, happy!



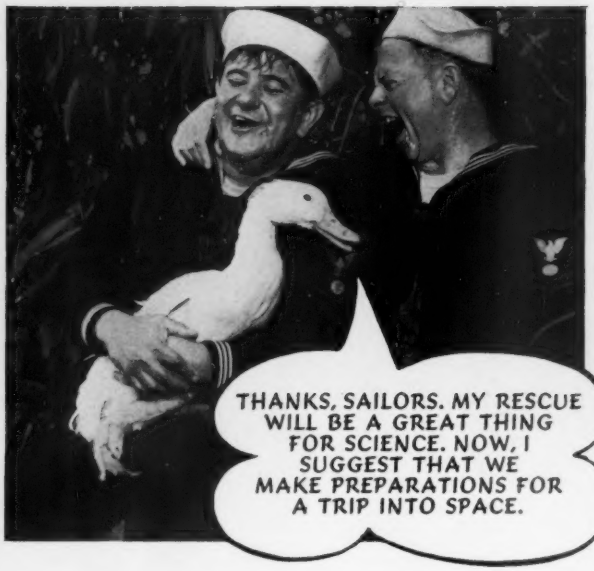




# New Comedy Team Goes Into Orbit With A Talking Duck

**Mickey Rooney and Buddy Hackett team up in new movie with a smooth-talking duck, and complications soon become "far out"**

For its new film *Everything's Ducky*, Columbia Pictures cast longtime movie favorite Mickey Rooney with popular television comedian Buddy Hackett in what the studio hopes will be the start of a series of movies built around the antics of a comedy team. The movie pictures the wacky adventures of two sailors based at a naval rocket-launching base and a duck. The bird was once the pet of a famous rocket scientist, and during the years of association, it not only learned how to talk, it learned the formula for launching our biggest rocket into space. When the scientist dies, the duck is befriended by the sailors, who are soon surprised to discover that their pet is more than just a duck. In fact, their pet fast-talks them into putting on space suits and climbing into a capsule, and the movie ends with the trio circling in space (picture at right).

**Weightless in space,** Rooney and Hackett are terrified when they discover that their pet has tricked them. To learn how the comedy team finally gets back to earth, watch for the second film in the series at your neighborhood theater.


THANKS, SAILORS. MY RESCUE WILL BE A GREAT THING FOR SCIENCE. NOW, I SUGGEST THAT WE MAKE PREPARATIONS FOR A TRIP INTO SPACE.

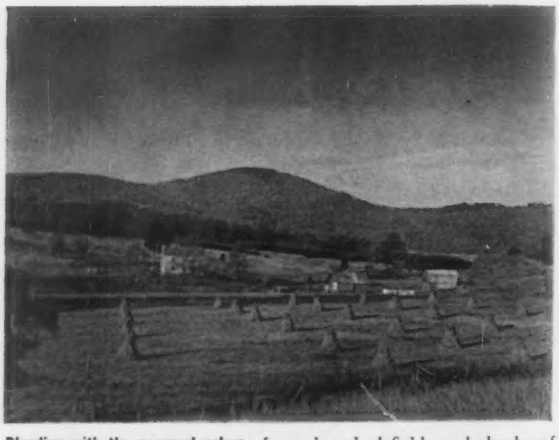
BIG DEAL! YOU GUYS HAVE A CHANCE TO BECOME FAMOUS, AND YOU TAKE TIME OUT FOR THIS. APPARENTLY, I HAVE BECOME ASSOCIATED WITH DULLARDS!

**Ranch buildings** that have long withstood the seasonal blasts of wind and weather were pictured by Virgil Calonico of Gustine, California, in a valley near his home.

**Freshly painted farm buildings** in the Green Mountains of Vermont were pictured on a spring day by David L. Mahoney of Worcester, Massachusetts.

PICTURES BY CHEVROLET OWNERS PRESENT THE QUESTION:

# Why Don't They Paint



**Blending with the seasonal colors** of sun-drenched fields and shocks of corn are the weathered buildings of this farm in West Virginia, photographed near her home by Mrs. Alvin Dent of Purgitsville.

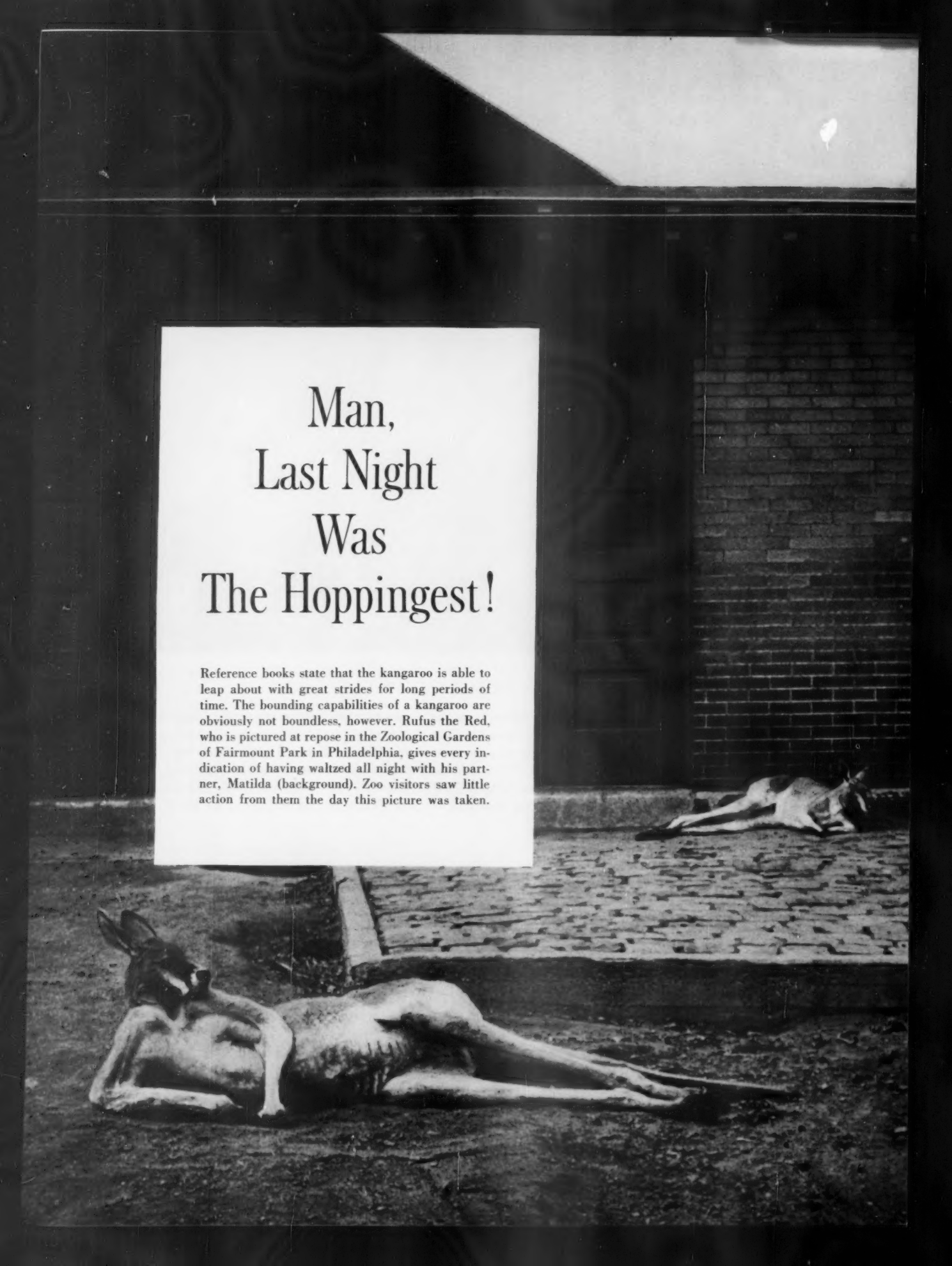
**Dairy barn** in the rolling hills of New Jersey's farm country, its white paint glistening in the fast-disappearing light of a winter evening, was photographed at milking time by Carl S. Walbrecht of Dover.

# Barns Green?

There are red barns and white ones, and many that are weather-battered brown (similar to these that were pictured by Chevrolet owners), but there aren't many green barns. Does it cost less to paint a barn red or white? If you know why farmers seldom paint their buildings green, we'd like to know the reason. And if you are a Chevrolet owner and have a picture you'd like to see in FRIENDS, turn to page 31 for details.

**Twin peaks** of wind-battered buildings standing at the end of a trail that runs across a wheat farm near Spokane, Washington, were photographed by A. R. Leding of Silver City, New Mexico.

**Snow-topped mountains** lend pleasing contrast to the red and white buildings and green fields of a Washington ranch. The picture was taken by Dr. Fred T. Darvill, Jr., of nearby Mount Vernon.



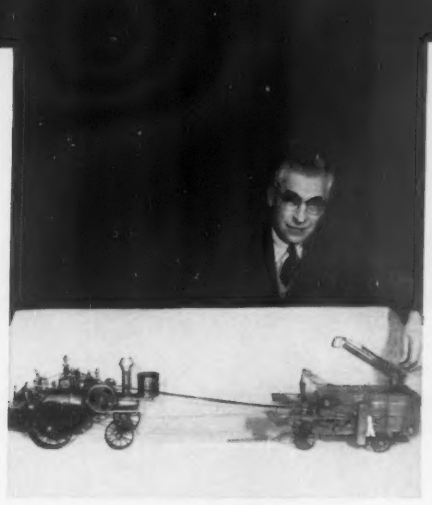
# Man, Last Night Was The Hoppingest!

Reference books state that the kangaroo is able to leap about with great strides for long periods of time. The bounding capabilities of a kangaroo are obviously not boundless, however. Rufus the Red, who is pictured at repose in the Zoological Gardens of Fairmount Park in Philadelphia, gives every indication of having waltzed all night with his partner, Matilda (background). Zoo visitors saw little action from them the day this picture was taken.

# HOBBIES

There are 21 points on the deer horns that David A. Harborth is pictured mounting on a wood shield that he designed in his home workshop in Seguin, Texas. Although Harborth enjoys hunting, friends have kept him so busy mounting their horns in recent years that he has had little time to take up his outdoor interest.

More than 2,000 miniature rabbits are on display in the "Rabbit Hutch" room in the home of Mrs. Art Baker of Los Angeles. "I started with two, many years ago, because it seemed natural to tie-in rabbits with my interest in magic," says Mrs. Baker. (She publishes *Genii*, a magazine devoted to the field of magic.)



Willis H. Elwood of Ithaca, New York, spent more than 4,000 hours of spare-time activity in his basement machine shop to build the live-steam tractor engine and thresher pictured above. Elwood, who has been interested in steam models since boyhood, has built seven varieties of steam engines in recent years.

Although the leaves of autumn provide the background for our cover picture, the warm smile of the little girl would be a pleasing sight at any time of the year. The photo is by Phoebe Dunn of Free Lance Photographers Guild.

**INSTRUCTIONS FOR SUBMITTING PHOTOGRAPHS TO "FRIENDS"**

FRIENDS pays $25.00 to every Chevrolet owner who submits a photograph that is published on the owners' pages; $10.00 to each Chevrolet owner whose hobby is pictured on the hobby page. Photographs for these pages must be submitted by the Chevrolet owner himself. On black and white pictures, send prints—not negatives. On color photographs, send only color transparencies. (Do not submit slides in glass mounts.) All photographs not accepted for publication will be returned immediately. All black and white photographs accepted become the property of the Ceco Publishing Company, with exclusive rights to their reproduction. All color transparencies accepted will be returned after publication. Wrap the pictures carefully, so they will not crack or bend, and enclose a short letter describing the scenes pictured; on hobby photographs, give full details about the hobby. Mail pictures to the Editor, FRIENDS Magazine, 3-135 General Motors Building, Detroit 2, Michigan. FRIENDS assumes no responsibility for black and white prints or color transparencies lost in transit.

**PHOTOGRAPHS NOT OTHERWISE CREDITED**

2-3, Dennis Cipnic. 4-5, Hal Roth. 6, John Malnin, Los Angeles Times *(bottom)*; Lou Jacobs, Jr. *(all others)*. 7-8, Lou Jacobs, Jr. 9, Scripps Institution of Oceanography *(center, right)*; Lou Jacobs, Jr. *(all others)*. 10-11, Jack Stager—Globe. 12-13, Don Sudnik. 14-15, Bob Smallman. 18, The Bettmann Archive. 19, Ned Haines. 20-21-22-23, Kosti Ruohomaa—Black Star, 24, Simpson Kalisher *(top)*; Joe Clark *(center)*; collection of Raymond Stuart *(bottom, left, center, and right)*. 30, Mrs. Hannefore Aschner.

**"FRIENDS" MAGAZINE COMES TO YOU THROUGH THE COURTESY OF THE CHEVROLET DEALER WHOSE NAME APPEARS ON THE BACK COVER.** Published by Ceco Publishing Company, Department FM, 3-135 General Motors Building, Detroit 2, Michigan. Frank R. Kepler, editor; N. Donald Weeks, art director; J. D. Reed, business manager. . . . Correspondence regarding photographs or contributions should be sent to the Editor.

# The Curtain's Going Up

Notice all the goin's-on at your Chevrolet dealer's these days? The gala, festive air, just like opening night at the theater. The feeling that big things are happening.

Well, big things *are* happening! A wonderful announcement's on its way. We're introducing the most exciting Chevrolet line-up yet, the new 1962 models.

You'll find features to delight every member of the family—crisp, handsome new styling, luxurious new interiors, precise, easy handling, and Chevy's lively brand of get-up-and-go. As you've probably gathered, we're mighty enthusiastic about these new models—and we think you'll be too when you see them!

We extend you a most cordial invitation to be our guest at our new Chevrolet announcement. Come see what all the excitement's about. You'll be most welcome.

*Building a better community is your Chevrolet dealer's business* CHEVROLET

*Your Chevrolet dealer will be delighted to hear how much you like Friends Magazine.*

## ALWAYS SEE YOUR CHEVROLET DEALER FOR FINEST SERVICE

**FRIENDS Magazine is published for the Chevrolet dealers throughout the country for distribution to their many customers and friends. This advance copy is sent to you for your information and enjoyment by the Ceco Publishing Company.**

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